

The Canton-Hongkong Ice and Cold Storage Company completed the purchase of a property adjoining the Metropole Hotel on the east side of the latter. The dimensions are 100 feet frontage by 650 long. The property was sold by the owner, the question is, by the terms of purchase, to hold 50,000 gallons of water (continuous) from Messrs. Butterfield and Swire's reservoir every 24 hours. In Canton a company has secured property in Kee Street, near the Macao steamer-wharf, for the site in Quarry Bay there is a large frontage; in this case, however, it is proposed by the Company to reclaim a further 100 feet. The size of the property is 41 feet frontage by 328 feet long. This includes two three-story brick buildings already standing. The Company will be a duplicate of that in Hong Kong capable of turning out 50 tons of ice per day. Machinery is on its way from New York. Qualified refrigerating engineers are being secured from the U.S. with the plant. Both property and buildings have been purchased. Plans and specifications for the buildings are expected from the U.S. in a few days.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday afternoon in the Board Room. Hon. Dr. J. M. Atkinson, Principal Civil Medical Officer (President), presided, and there were also present Hon. W. Chatham, Director of Public Works; Hon. A. W. Brown, Registrar General; Capt. F. W. Lyons, Acting Capt. Superintendent of Police; Mr. Fung W. Chan, Colonel W. E. Webb, R.A.M.C.; Mr. E. A. Hewitt, Mr. A. R. Rumbold, Dr. W. W. Pearce, Acting Medical Officer of Health; Dr. B. Barnett, Assistant Medical Officer of Health; and Mr. T. H. Hamner (Assistant Secretary).

There was submitted the reply of the Government relative to the Board's recommendation concerning the market accommodation at Shaikwan and Quarry Bay.

The Colonial Secretary wrote to the effect that it appeared to him it would be better to wait till the district was more developed before building a market between Quarry Bay and Shaikwan. The enlargement of Shaikwan Market might be voted for 1905 estimates.

From the D.P.W.'s office came a reply to the effect that the matter had been noted for 1905 estimates. As regards a new market near Quarry Bay a suitable building could be erected at an inconsiderable cost. Talked about Market, for instance, cost about \$3,000 and gave a good return on expenditure.

The President remarked that there were no funds at present available for increasing the market accommodation.

MILK SUPPLY.

The Secretary laid on the table a minute by the Acting Medical Officer of Health suggesting a new by-law to the effect that vessels used for the reception and storage of milk shall be used exclusively for that purpose and no others.

The President said it had been found that some of the vessels used for storing milk were used for washing cattle. The M.O.H. thought it advisable that a new by-law should be made to prevent this under Sub-section 19 of Section 16 of Ordinances of 1903. He moved accordingly.

Mr. Hewitt seconded, and the motion was agreed to.

CATTLE DISEASE.

There was submitted a minute by the C.V.S. respecting a case of anthrax in the Kennedy Town Cattle Depot.

Mr. Campbell moved: "I thought suspected cattle were isolated. The fact that this animal was found dead in the shed where 79 other animals were kept shows that there had not been any isolation."

The President stated that this was a disease that broke out very suddenly. As soon as it was discovered the C.V.S. put the other animals in the shed under observation. No other cases had occurred, and the usual steps had been taken.

HOLERA AT NAGASAKI.

The President said that eight fresh cases of cholera had occurred at Nagasaki since the 11th ult. Two cases were under treatment. 50 patients had been discharged as cured. He had seen in one of the local papers that the disease had practically ceased in Nagasaki; since then news to the contrary had arrived from Japan and he thought they would not be justified in stopping the medical inspection of ships arriving here from that port.

MODIFICATION OF ORDINANCE REQUIREMENTS.

An application for a modification of the requirements of Section 180 of Ordinance 1 of 1903 in respect of certain houses proposed to be erected on I.L. 679 was laid on the table.

The M.O.H. approved the application generally.

The modification was granted.

STREET HAWKERS.

Correspondence was submitted relative to the interference with the business of the market stalls by street hawkers.

The C.V.S. wrote to the effect that for several months past he had had many complaints from stallholders in the markets regarding the interference with their business by street hawkers. These men not only sold on the street, outside the market limits which they were allowed to do, but came within the limits, and in many cases actually into the markets, and sold there.

The Inspector of Markets had been instructed to do his best to get rid of them, but by the time he got on the scene, warning had been given and the hawkers had all disappeared. In some cases, the C.V.S. believed the loss to the stallholders had been so great that they had been obliged to give up their stalls. The number of hawkers in the Colony was large and there were many unlicensed. The market people seemed to have a legitimate ground of complaint. He would therefore ask that the police give a help to the Inspector of Markets and try to get rid of these hawkers within the market limits and in the markets themselves.

The President said this arose from a complaint by the C.V.S. The Captain of Police reported that there were 526 prosecutions against hawkers and 259 for hawking within the limits of the markets.

Mr. Hewitt said it appeared to him that the hawkers should be dealt with severely by the police.

The President—I think we may leave the matter in the hands of the police.

Captain Lyons—We will try to enforce the law all we can.

COW DISEASE IN A DAIRY.

The President stated that disease had broken out in Kennedy's dairy at East Point. The

disease was formerly known as rinderpest. Further investigations were being made into its nature. One cow had died. He moved that the premises be declared infected.

The motion was agreed to.

WATER ANALYSIS.

The report on the public water supply by Mr. Frank Browne, the Government Analyst, showed that the water was of excellent quality.

LIMEWASHING.

The limewashing return showed that during the fortnight ended 24th ult. 1732 houses in the Central District and 254 in the Western had been dealt with.

RAT RETURN.

The rat return for the fortnight ended 30th November showed that 1,047 rats had been destroyed. Of these 13 were found to be infected. This was all the public business.

SUPREME COURT.

Thursday, 3rd December.

IN BANKRUPTCY.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE).

AN ARRESTING DEBTOR.

Mr. E. J. Grist, solicitor, appeared in support of a petition by Hop Wo Chan for adjudication on the estate of the Chy Loong firm. He stated that he also appeared for the Official Receiver (Mr. Bruce Shepherd).

His Lordship—There has been no public examination; how is that?

Mr. Grist said he had filed an affidavit that morning to the effect that they had been searching for the debtor, who apparently had absconded. The reason for bringing the matter on so quickly was that the assets were very small, and, as the bailiff was in possession, the assets were being run away with.

His Lordship—Where is the affidavit you are speaking of?

Mr. Grist—I understand it was filed this morning.

The Registrar (Mr. A. Selby)—I have not seen any affidavit.

Mr. Grist said there was an affidavit in support of the application made by himself, to the effect that a meeting was held at the Land Office on the 27th November at which it was resolved that the debtor be adjudged bankrupt, that the Court be asked to adjudge on the estate, and that Mr. Bruce Shepherd be appointed receiver. This application was made under section 19.

His Lordship remarked that what was in his mind was that section 15 provided that as soon as may be after the making of a receiving order against a debtor a general meeting of the creditors should be held. Section 17 said that as soon as may be after the time for filing the statement of affairs the Court should hold a public sitting for the examination of the debtor, and the debtor should attend and be examined. He quite understood that in this case that could not be done as the debtor had absconded. But he wanted to have some reason shown why a public examination had not been held.

Mr. Grist—I understood that the affidavit had been filed.

The Registrar—It has not been filed.

Mr. Grist—Perhaps your Lordship will make an order subject to the affidavit being filed?

His Lordship made a receiving order accordingly.

In reply to his Lordship, Mr. Bruce Shepherd said he had no objection to that course being taken; he had made enquiries himself, and these people were not to be found anywhere.

NO PUBLIC EXAMINATION.

Mr. Grist also appeared in support of a petition, *ex parte* the debtor, for adjudication on the estate of Pan Wo.

His Lordship—Why has he not been examined publicly?

Mr. Grist said it was because there had not been time. The object in bringing the case on was that the debtor's goods were in the hands of the Official Receiver and were of very small value, something like \$50 or \$60. They wanted power to sell the goods as the bailiff was in possession and that was running away with the estate.

His Lordship made an order subject to an affidavit as to assets being filed.

AN UNFORTUNATE BICYCLE BUSINESS.

Robert Aloysius Collins applied for a receiving order and to be adjudged bankrupt.

Mr. O. D. Thomson, solicitor, who appeared on his behalf, stated that the petitioner's liabilities of \$2,000 were incurred in connection with the bicycle business that he formerly carried on. He had incurred no debts in his present business. There were old debts which he was not able to wipe off at present. The debtor informed him that he hoped to be able to pay them off in full in the course of a few months.

Mr. Collins was called and put into the witness-box.

His Lordship—I suppose the idea of applying for a receiving order is to prevent some action that is being taken against you?

Mr. Collins—Yes; it is protection that I am seeking.

Mr. Thomson—You have had judgment given against you?

Mr. Collins—No; but I understand there is a case pending.

His Lordship said he could not see his way to make an order unless he saw substantial assets lodged.

Mr. Thomson undertook that \$500 assets would be paid to the Official Receiver, and on that understanding his Lordship made a receiving order, to take effect after the payment of the money.

The Court adjourned.

LATE TELEGRAMS.

[VIA SHANGHAI.]

FRANCE IN SIAM AND MOROCCO.

Paris, 25th November.

In the French Chamber M. Delcassé in reply to M. Delencle's interpellation on the Siam question, said that as the treaty of 1893 did not give the expected results, he desired to try a fresh line of policy based on reciprocal confidence, but Siam did not seize the opportunity offered to show that she was penetrated by the spirit of the Convention of 1902. France is therefore obliged to seek in supplementary arrangements the guarantees still wanting at Bangkok; meanwhile all the provisions of former treaties must be strictly observed. The Chamber adopted the motion of Messrs. Etienne and Delencle, which counts on France enforcing respect for the treaties of 1893 and 1894 on the Mekong.

On the subject of Morocco, M. Delcassé said that France, whose action is essentially pacific, must have the last word in Morocco.—Havas.

Berlin, 25th November.

The English Press in unanimous in calling the declarations of M. Delcassé, the French Minister of Foreign Affairs, in regard to Morocco and Siam, unsatisfactory.—O. Lloyd.

THE GERMAN KAISER.

Berlin, 25th November.

H.M. the Kaiser will open the Reichstag by reading the speech from the throne personally. He goes on the following day, the 4th December, to Lettlingen for hunting. The journey at a southern bathing-place has been postponed. However, it is possible that the Kaiser will undertake a cruise through the Mediterranean before the end of the winter, and perhaps visit Egypt on the same occasion.—O. Lloyd.

FRANCE AND HER ARMY.

Paris, 25th November.

The French Chamber after a heated discussion rejected the finibus motion, which was supported by the Socialists and which invited the Government to come to an agreement with the other Powers for the limitation of armaments. M. Delcassé said that it was not for France to take the initiative. The Chamber approved the Minister's statement and the motion was rejected by a large majority.—Havas.

Berlin, 25th November.

There was a violent debate in the French Chamber of Deputies about the proposal to diminish the army. A very large majority of the Deputies still hold the idea, as was clearly shown on this occasion, that France must retain Alsace-Lorraine.—O. Lloyd.

ANGLO-ITALIAN RELATIONS.

Berlin, 25th November.

The statement, according to which an Italian-English arbitration treaty has been arranged during the Windsor visit of King Victor Emmanuel, is refuted both in London and Rome.—O. Lloyd.

PANAMA.

Berlin, 25th November.

The Republic of Panama is threatened with a new revolution.—O. Lloyd.

THE SIBERIAN MAIL ROUTE.

A correspondent sends us the following introduction to a letter which has arrived by way of the trans-Siberian mail route, dated Blackheath, 14th November:—

As the Post Office notice is out to-day with regard to sending letters *via Siberia* I am taking this opportunity of being one of the first to send a letter by this route. This means a saving of quite 10 days over that of the ordinary way. I expect I shall always send my letters by this route now, as it keeps us in closer touch with each other. You should get this letter according to the P. C. on the 26th, and that would be allowing 22 days en transit, I wish you would let me know when it arrives in Hongkong.

JAPAN AND THE YELLOW RACES.

M. de Lamoignon, French Minister of Marine, calls attention in an interesting and suggestive article in the *Siecle* to the attitude of the Japanese towards the other peoples of the yellow race, and in particular to the rapprochement between China and Japan which has taken place since the war. He points out that, instead of fomenting the hostilities which existed before that conflict, the war has had quite a contrary effect. After a striking enumeration of the new ties established between the two countries, he observes that Japan, having profited by the lessons of European masters in the art of war and administration, finance, commerce, and industry, has now in her turn undertaken the education of China—an education which will certainly not be favourable to the peoples of the West. The new have not forgotten the mortification of 1895 which they were subjected by Europe at the close of the Sino-Japanese war, when they were called upon to renounce their conquests and their glory. Intelligent, active, and extremely ambitious, they have secretly sworn to be revenged for that humiliation, and they are preparing vengeance by instructing their brethren of the yellow race. It is not in China alone that they are exerting themselves, but also in Corea and even as far as Siam, where the yellow blood is much less pure than in the Celestial Empire. The ex-Minister considers the extension of Japanese influence in Siam more culpable owing to the action of European countries in that State, but he nevertheless anticipates that it will eventually prove successful in consequence of the Siamese sympathy for the Japanese and the divisions between the European Powers. There, as well as in Corea, the Japanese are destined to play an important part to the detriment of the Western nations.

SHIPPING NOTES.

WARSHIPS.

Two Japanese cruisers arrived from the North yesterday afternoon. One of them is a flagship, H.M.S. *Rinaldo* arrived on Wednesday afternoon. Her report reads as follows:—

Nature and tonnage of cargo: man of war; Name of owners: Lords of the Admiralty; Weather: glorious. The *Rinaldo* left Yokohama 10th ult. Miss Bay 2nd inst.

H.M.S. *Britannia* arrived from the North yesterday. She left Shanghai 23rd ult. Miss Bay 2nd inst.

GENERAL CARGO.

The East Asiatic Trading Company received general cargo by the Norwegian s.s. *Protonotus*. The *Protonotus* arrived with a mail and passengers on Wednesday. She left Nowehwang 25th ult. Chefoo 17th ult. Strong N.E. monsoon was experienced.

The s.s. *Albatross* arrived with a mail, passengers, and general cargo yesterday. She left Shanghai 28th ult. Foochow 1st inst.

Messrs. Shawson Tomes received general cargo by the s.s. *Denbighshire* yesterday. She left Singapore with a mail and passengers on the 24th ult.

Messrs. Jardine, Matheson & Co. received cargo by the s.s. *Canopus* yesterday. She left Chefoo 28th ult. Sateow (with mail and passengers) 2nd inst.

ALTERATIONS OF ROUTE IN YANGTZE.

Messrs. Bank Bay has been shifted to a position from which the Macon Point Beacon bears N. 58 deg. to E. distance 2.9 miles. Another small upper buoy has been altered to red and now marks the northern side of the channel. Confucius Channel and Centaur Crossing have again opened, they have been marked by buoys. Vine Point Lower Buoy has been shifted to a position from which the Fushan Pagoda bears S. 69 deg. 40 W. distance 2.6 miles.

SHIPPING IN POOCHOW AND AMOY.

On the 25th ult. shipping in Poochow Harbour was as follows:—s.s. *Haitan*, consignees Messrs. Jardine, Matheson & Co.; s.s. *Haeun*, China Merchants; s.s. *Yungnam*, Osaka Shosen Kaisha; Shipping in Amoy same day was:—s.s. *Bahlsberg*, Messrs. Pasaden & Co.; s.s. *Hongkong*, Messrs. K. Phe Chun & Co.; s.s. *Teifu*, Poonoy & Co.; s.s. *Tigaher*, 1st. The *Bahlsberg* and *Hongkong* are both bound for the Straits.

BEANS.

A quantity of beans arrived by the s.s. *Kwankoo*—consignees Messrs. Butterfield & Swire—on Wednesday. The *Kwankoo* must have been one of the last departures from Newchuan before the ice season set in. She left that port 24th ult. Chefoo 23rd ult. Shanghai (with a mail and passengers) 29th ult. Strong N.E. monsoon was experienced.

ACCIDENT.

An M. B. K. coal junk capsized at East Point yesterday morning.

MORE WORK FOR THE DOCKERS.

The Danish steamer *Princess Marie* belonging to the East Asiatic Company (Messrs. Meichers and Co., Agents) will, we understand, on arrival here go alongside the Hongkong Docks to discharge the sections of a new German-built gunboat, which is to be called the *man river gunboat*, which is to be put together by the Hongkong and Whampoa Dock Co. She is for service on the Canton River.

LATEST STEAMER MOVEMENTS.

The P. & O. steamer *Tanitia* left Singapore for this port on the 2nd inst. at 6 a.m.

The P. & O. steamer *Indra* arrived at Yokohama on the 25th ult. and may be expected here on the 8th inst.

EXTRA-TERRITORIALITY IN CHINA.

In a recent issue of the *Law Quarterly Review*, Mr. A. M. Lister, the Shanghai barrister, deals with the question of "The Government of Foreigners in China," in which he reviews the modern system of extra-territoriality, and the whole system of consular jurisdiction in China.

His contention is that the system is essentially a makeshift, and neither produces a satisfactory administration of justice nor rules to the efficiency of the consular service. It is a system which works well enough for small populations and small interests, but it is not adequate to meet the requirements of the large and growing European population on the coast of China, the empire are daily enterprises throughout. In its administration of the increased system fails from two causes: first, the system fails from the fact that justice is administered by consular not judicial officials; secondly, from the inherent limitations of the extra-territorial court having merely personal jurisdiction. He goes on to point out many abuses which now exist under the present system, and remarks that it is impossible to expect the relations of China with the West to show any real signs of improvement until the conditions of which foreigners reside are put on a basis more logical and less open to abuse. It is difficult, he says, to see how this can be done until the present extra-territorial system is radically changed. It is needless to say that Mr. Lister at once admits that this change can certainly not be made by simply promoting the Chinese to the position of sovereignty over all foreigners in their dominions, as has been done with the Japanese. He adds:—

"The machinery which was designed to meet the needs of small populations has become strained and no longer adequate to the requirements. It is now too late for Great Britain to annex Shanghai or any other treaty port, and (unless) as the very mention of the partition of China brings up visions of a world-wide war, it would perhaps be as well for the Powers to consider whether or not some different scheme of Government for the larger treaty ports could not be devised. The institution of independent municipalities, and the incorporation of the municipalities and their territories into a national confederation with complete territorial jurisdiction inside their boundaries, is one method of meeting the problem. The machinery, in the present municipal councils, is already at hand; all the change that would be required would be the cession of the territory and all rights over it from the Emperor to the municipality, and the investment of the municipality with the powers of a sovereign power and independence as regards its internal government and affairs."

Objections can be made, can it doubt be raised to such a course; but it seems to be the only one which would secure a reasonable working system for the government of the foreign communities in China, and at the same time not awaken international jealousies.

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THE PEKING LEGATION SCARE.

The following is Dr. Morrison's explanation of his alarming telegram to the *Times* about an attempt to blow up the British Legation at Peking in October last. It is dated the 28th October and runs thus:—

I have just returned from Corea and I have seen the official explanation of the occurrence in the company of the British Legation Guard on the night of October 13. It is gratifying to learn from this explanation that the discovery of a battery and wires and of primers for the gun-cotton exposed within a few feet of the gun-cotton magazine, and also of a Chinese "jeany" at the wicket door of the magazine itself, and the breaking open of the ordnance store-room where the gun-cotton was kept and the removal therefrom of the battery, breech-block, gun sights, primers, and other military fittings, had no sinister significance, and gave no ground for the inference attributed to the occurrence when my telegram was despatched. Since then the services have been increased, and some space round the ordnance store and an attempt has been made to render less insecure so important a portion of the Legation defences. Three men have been arrested on suspicion, none of whom is a Legation servant. In view of the possibilities disclosed by the discovery of part of the apparatus used in firing explosives in close proximity to the exposed Chinese magazine where the explosives are stored the hope is expressed that the Government will reconsider its attitude towards the Legation Guard. Germany expended £48,000 on barracks, Japan the equivalent of £30,000, while England spent only £5,000, and instead of erecting new buildings, patched up the Chinese pavilions of the Imperial Carriage Park which was added to the Legation compound after the Boxer troubles, and a medley of old Chinese buildings of an inferior class into quarters for the Legation Guard. The ordnance store and the store for six months' supply of cartridges are in an overgrown portion of the buildings, which alongside a fence, is a small Chinese-built house, which, however, is not bomb proof. The ordnance store-room has windows of paper covering lattice-work, which can easily be broken. All these Chinese buildings are inflammable and contain much wood, dry as tinder. One shell would set fire to them all, when it would be difficult to remove the gunpowder from the magazine, while the best way of rendering the adjacent rampart untenable would be to burn the houses, and then the walls of these buildings, which are of mud, would fall down and yesterday's danger was found in the wall of the largest barrack. The wall is now being hastily removed. Although the position reveals a state of unpreparedness which may be consistent with British military policy, but which does not inspire confidence.

BANK OF CHINA AND JAPAN IN LIQUIDATION.

The first report of the liquidator of the Bank of China and Japan (Limited), states that the liabilities have all been discharged, and the assets, with the exception of the claims for "unpaid calls" and a few small amounts, part of which will yet probably be recovered, have all been realised. A sum of £2 1/2 per share has been returned of capital totalling £237,333 and there remains a cash surplus of £6,555, which is sufficient to pay a further return of about 1s. per ordinary share, and cover liquidation expenses.

Since my circular of May 29, 1903, continuing the liquidator, I have had further correspondence with the Foreign Office and also with my advisers in Shanghai. This correspondence has convinced me that proceedings in the Chinese Courts for the purpose of enforcing the claims made on the shareholders in the Bank of China and Japan (Limited), are inadvisable, and that the new commercial treaty with China does not apply to the claims against the Bank of China and Japan (Limited), and that no assistance in recovering these claims can be looked for from the Chinese Government.

Under these circumstances I am of opinion that the necessary steps should now be taken to close the liquidation of this company and also of the old bank, as, however, there still remains the possibility of proceeding with a prospect of success in the English or Colonial Courts against any defaulting Chinese contributory of the old bank who should happen to visit this country or a British colony, and could be identified, a scheme has been formulated whereby the claims and the few other un-recovered assets of this company would be preserved for the benefit of the shareholders at a cost of about one penny per share. But shortly the scheme is:—Before the liquidation of this company and closing the old bank a new company would be incorporated with a small capital divided into ordinary and deferred shares of one penny each. This company would agree to sell and transfer to the new, or realisation company, firstly, a sum of say, £500 in cash, and secondly, all the remaining assets of this company other than cash. Each shareholder would receive for each ordinary share one ordinary share, and for each deferred share one deferred share in the realisation company.

The scheme contemplates the return, if possible, to the ordinary shareholder 25 per share, including all returns of capital, then 21 for each deferred share, and thereafter any other sums between the two classes of shareholders in equal moieties. This would involve delay in the closing of the liquidation of the company, and in the return of the assets from about 1s. to 1s. 10d. the final distribution of the assets would be about 1 1/2 per share. The return of the assets would be about 1 1/2 per share. The return of the assets would be about 1 1/2 per share.

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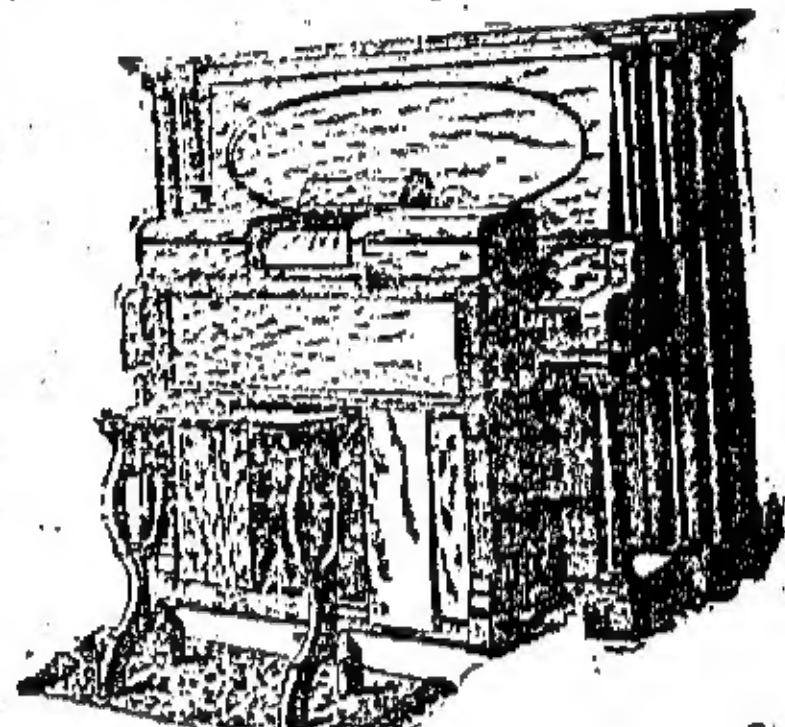
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Wholesale and Retail. Prices very moderate.
No. 39, QUEEN'S ROAD CENTRAL
(Opposite Messrs. C. J. GAUPP & Co.).
Hongkong, 16th May, 1903. [317]

PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED.
NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND on account
of the year 1903 at the rate of Fifty
Cents per Share (or Five Per Cent on the
Capital of the Company) will be payable at the
Hongkong and Shanghai Bank, Hongkong,
on and after MONDAY, the 30th instant, on
Warrants to be obtained from the undersigned.
Local Shareholders are requested to apply at
the Company's Office for their Warrants.
The Dividend will also be payable at the
Hongkong and Shanghai Bank, Shanghai,
on presentation of Warrants there, on and after
the same date.
The REGISTER OF SHARES will be
CLOSED from MONDAY, the 23rd instant,
until MONDAY, the 30th instant, both days
inclusive, during which period no Transfer of
Shares will be registered.
By Order,
A. H. MANCELL,
Secretary.

Hongkong, 14th November, 1903. [3156]
THE CHINA TRADING INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS

NOTICE IS HEREBY GIVEN that the
THIRTY SEVENTH ORDINARY
MEETING OF SHAREHOLDERS in the
above Company will be held at the HONGKONG
OFFICE, Victoria, Hongkong, on TUESDAY,
the 8th Dec., at Twelve o'clock Noon, for
the purpose of receiving the Report of the
Directors, together with Statement of Accounts
to the 30th April last, and of declaring
Dividend.
The TRANSFER BOOKS of the Company
will be CLOSED from the 24th inst., to the
8th proximo, both days inclusive.
By Order of the Board of Directors,
JAMES WILLY TALL,
Secretary.

Hongkong, 17th November, 1903. [3180]
DOUGLAS STEAMSHIP COMPANY,
LIMITED.

THE SHARE CERTIFICATE No. 2555
for Fifty shares, numbered 2201/2250
inclusive, standing in the name of
TOM GREAVES GOWLAND having
been lost, NOTICE IS HEREBY GIVEN
that unless the said Certificate be produced at
the Office of the DOUGLAS STEAMSHIP
CO., LTD., Victoria, Hongkong, before 17th
DECEMBER, 1903, a new certificate for the
said shares will be issued and the old certificate
will thereafter be held by the Company as null
and void.

DOUGLAS LAPRAIK & CO.,
General Managers.
Hongkong, 17th November, 1903. [3173]

HUMPHREYS' ESTATE AND FINANCE COMPANY, LIMITED.

SHAREHOLDERS are hereby notified that
in accordance with the Special Resolutions
passed on 31st October, and confirmed on 18th
November, 1903, they are entitled to application
to an allotment of one share for every two old
shares held by them. Forms of application will
be sent to every shareholder.
The sum of \$2.50 per share will be payable,
on application, on or before the 4th of January,
1904. Two months' notice of any calls will be
given.
Shareholders desirous of paying in or before
the 4th January, 1904, the whole amount
payable in respect of their shares, can do so,
and in such event will receive fully paid up
scrip in exchange.
The new issue will rank for Dividend pro rata
from 1st January, 1904, according to the
amount paid on such shares on 4th January,
1904.
The Register of Shares will be closed from
17th December, 1903, to 4th January, 1904,
both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st December, 1903. [3317]

RUINART PERE & FILS, REIMS

Established 1719,
CHAMPAGNE GROWERS AND
SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTS, WEGENER & CO.,
Sole Agents.
Hongkong, 18th May, 1903.

HIRANO WATER.

THE QUEEN OF TABLE WATERS.
PURE, SPARKLING, INVIGORATING
THE LEADING MINERAL WATER OF THE EAST
Bottled in Japan by H. E. REYNOLD & Co.

BEWARE OF JAPANESE IMITATIONS.
F. BLACKHEAD & CO., AGENTS.
Hongkong, 31st July, 1903. [30]

DAVID CORSAIR & SON

MERCHANT NAVY
NAVY BOILED
LONG FLAX
BELLING CROWN
TARPAULING
ARNHOLD, KARBURG & CO.,
Sole Agents.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.
A.I., A.B.C., Scott's and Engineering Code
Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length... 523 feet.
Length on Blocks... 513
Width of Entrance on Top... 89
Width of Entrance on Bottom... 77
Water on Blocks at Spring Tide... 264

DOCK No. 2 (at MUKAIJIMA).
Extreme Length... 371 feet.
Length on Blocks... 350
Width of Entrance on Top... 66
Width of Entrance on Bottom... 53
Water on Blocks at Spring Tide... 22
PATENT SLIP (at KOSUGI).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.

The COMPANY has a SALVAGE
TEAM, 712 TONS GROSS, FITTED
WITH POWERFUL SALVAGE PLANT,
READY AT SHORT NOTICE. 1877

NAVAL PROSPECTS.

The naval correspondent of the London Daily
Graphic, writing at the end of October, draws
some interesting comparisons with regard to
various countries' naval programmes. He points
out that the time alleged by another writer as
required to build warships in Russia do not seriously
affect the contention that if Russia lays down
four battleships, of which no account has been
taken in framing the British programme, this
country is bound to respond with a similar
programme. There appears to be no reason-
ably doubt that the four Russian ships of her
have been put in hand or are about to be put
in hand shortly, while the British programme
in battleships is so small that no risks can be
run by this country. In first class built ships
we possess, according to the official return,
"Fleets" of 1901, 57 to the French 26 and
Russian 25 (adding in the four new Russian
ships), but the allies have 15 second and third-
class ships to our six; and some of these
second and third-class ships are distinctly
formidable. The Russian, for example, is
probably a match for any of the Royal
Navy's, with her Harvey armour and modern
machines, while the French *Bouvet* is as for-
midable in the narrow sea, are much more
dangerous than they look on paper, the more so
as they have been fitted with arrangements
which permit of an extremely rapid fire from
their heavy guns. The British second and
third-class ships are about equal to the
second for vessel, to any six French and Russian
with the exceptions noted, but they are over-
matched in numbers. And what Nelson said in
1845 is just as true to-day—"only numbers can
annihilate, and it is annihilation that this
country wants."

REINFORCEMENTS FOR THE FAR EAST.
All the great naval Powers except Germany
are sending reinforcements to the Far East.
The Russian ships moving out are the battleship
Tsarevitch, the armoured cruiser *Bayan*, the
protected cruiser *Admiral*, and eleven destroyers
or torpedo-boats. The first two vessels are ex-
ceedingly formidable from their high speed,
powerful armament, and thoroughly modern de-
sign, and their arrival will sensibly affect the
balance of naval power in the Far East. The
American Government is despatching, on or
about November 1st, a flotilla of five destroyers,
under Lieutenant Chandler. The boats selected
to go out are the *Bainbridge*, *Barry*, *Dale*,
Chauncey, and *Decatur*. They will proceed
from Norfolk to Manila, where they will be
under Admiral Evans' orders. Admiral
Evans' main force consists of the battleships
Kentucky, *Wisconsin*, and *Oregon*, the monitors
Albatross and *Albatross*, and the fast cruisers
Albatross, *Cincinnati*, and *New Orleans*, with a
host of smaller craft.

BRITISH REINFORCEMENTS.
The British ships under orders for the
Far East are the first-class cruiser *Europa*,
which has so fine a record in the matter of
long-distance steaming, though, lacking armour
as she does, she cannot be considered as of great
fighting value, and a battleship from the
Mediterranean, whose place in the Mediter-
ranean fleet will be taken by the reconstructed
Centurion. It is much to be hoped that no
time will be lost in completing the refit and
repairs of the *Centurion* and *Gallies*, as then
they can be sent to the Far East, where they
will give a homogeneous force of six battleships.
The battleship sent out from the Mediter-
ranean is practically certain to be one of the
Duncan class, which have been built to go
through the Suez Canal without lightening.
Of this class the *Montagu*, *Russell*, *Duncan*,
and *Essex* are now in service "up the Straits,"
and the *Albatross* and *Coronella* are still
incomplete in the hands of the dockyard authori-
ties. It is worth consideration whether, in
view of the growing importance of the China
station and the large fleet now maintained on it
by this country, an additional rear-admiral
should not be appointed. Russia has no fewer
than five admirals on the station, or proceeding
to it—Alexieff, Starek, Stokolberg, Virshupin,
and Vitgeff.

ANOTHER ADMIRAL FOR THE MEDITERRANEAN.

In this connection the appointment of a
fourth British admiral to the Mediterranean
fleet is highly satisfactory. The officer selected
is Rear-Admiral W. de Vaux Hamilton. As
there are three first-class divisions, each of four
ships, and an important cruiser division, four
officers were evidently required. In the French
fleet the unit is a division of three battleships,
and for each three ships a flag officer is
generally carried. In the German fleet the
unit is four battleships, with a flag officer. It
is the highest wisdom to train as large a
number of flag officers as possible in the
handling of fleets, but in the past, probably
from motives of economy, the number of such
officers in active employment was unduly cut
down. In the great war with France the
number of flag officers allowed to a large fleet
was much greater than it is to-day; in the
Channel fleet, for example, five or six flag
officers were generally serving, and on one
occasion in the Mediterranean fleet there were
eight admirals to twelve ships, though this was
due to the promotion of several captains, and
was the result of accident rather than design.

THE NEW AMERICAN BATTLESHIPS.

The advocates of smaller battleships in
England will not gain much encouragement
from the proceedings in the United States with
regard to the design of the three 13,000-ton
ships which were forced upon the navy by
Congress. "As a matter of fact," says the
New York *Army and Navy Journal*, "the
members of the Board of Construction do not
hesitate to say that Congress made a fatal
mistake in appropriating for vessels of 13,000
tons displacement. Once this ap-
propriation has been made, and this type of ship

authorised by law, the Board of Construction
can but make the best of it, and design
the most formidable ship possible with this
limitation." The trouble is that either speed or
armament must go in the small ships, and in
either case there will be a loss of homogeneity
in the American battle fleet. Six of the leading
American naval officers favour ships with a
speed of 18 knots and a relatively weak battery;
three are for 16 knots and a powerful battery.
Probably the slower type will be finally selected.

FRANCE AND RUSSIA.

In the Paris *Siecle* at the end of last October
appears a striking article entitled "Equivalence
Services." The writer begins by observing that
"when you have waited for a year or two, and
hours you may be permitted to give a little
attention to yourself." France has rendered
Russia important services—she has lent her
allegiance from 1891 to high officials. She
may have permitted the Russian Minister of
Finance to convert the Russian Rouble and
consequently to reduce the rate of interest on
the very capital provided by the French. It
has further enabled the Russian Minister
of Public Works to continue and finish
that magnificent enterprise the Trans-Siberian
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rail

SHIPPING.

VESSELS ADVERTISED AS LOADING.

ARRIVALS.
 Dec. 2, GLENHURST, British str., 2,201, F. Schuy, Fongchow 1st Dec, General—McIntosh Bros & Co.
 Dec. 2, HANCOCK, French str., 730, P. Morles, Hongkong and Hallowell Dec, General—A. L. MARY.
 Dec. 2, KANAKA, British str., 1,223, Harris, Shanghai 25th Nov, General—Butterfield & Swire.
 Dec. 2, PROMETHEUS, Norw. str., 1,023, H. Lowby, Nanchang 25th November, General—East Asiatic Trading Co.
 Dec. 3, ARISHIMA, Japanese cruiser, 3,615, Yamaya, Amoy 30th November.
 Dec. 3, BIRMINGHAM, British gr.boat, 710, Thos. D. Pratt, Miss Bay 2nd December.
 Dec. 3, CANTON, British str., 1,110, L. A. Muir, Weihaiwei via Chiofo and Swatow 27th Nov, General—JARDINE, MATHESON & Co.
 Dec. 3, DENBIGH, British str., 2,498, Evans, London 7th Oct. and Singapore 24th Nov, General—SHEWAN, TOMES & Co.
 Dec. 3, PHOENIX, British str., 1,030, Nicholas, Yokohama 24th Nov, Swatow 1st Dec. and Miss Bay 3rd.
 Dec. 3, FENLAND, British str., 1,890, D. St. A. Wake, Yokohama 19th Nov. and Miss Bay 2nd.
 Dec. 3, TAKASHIMA, Japanese cruiser, 3,700, Mori, Amoy 29th November.

AT THE HONGKONG MASTER'S OFFICE.
 3rd December.
 Anyday, Japan, str., for Swatow.
 Anyday, British str., for Swatow.
 Anyday, British str., for Shanghai.
 Anyday, British str., for Singapore.
 Anyday, German str., for Swatow.
 Anyday, German str., for Swatow.

DEPARTURES.
 3rd December.
 ANABA, British str., for Karatsu.
 ATHOL, British str., for San Francisco.
 CHANGHONG, British str., for Shanghai.
 CHANGHONG, British str., for Australia.
 HALLGONG, British str., for Swatow.
 HALLGONG, British str., for Hallowell.
 HALLGONG, British str., for Hallowell.
 KALONG, British str., for Manila.
 OMAHA, British str., for Sourabaya.
 OMAHA, British str., for Cebu.

VESSELS IN DOCK.
 2nd December.
 ABERDEEN DOCK.—Pho Yen.
 Kowloon Dock.—U.S.S. Zephyr.
 H.M.S. Amphitrite, H.L.A.M.S. Mowat, Kripan, Hudson, U.S.A.T. Sacramento, Cheong, An Phay, Wing Chai.
 CANTON DOCK.—Salvatore, U.S.S. Zephyr.

VESSELS PASSED ANKER.
 Nov. 15, British str., from Macao for Hallowell.
 Nov. 15, Norw. str., from Hallowell for Hallowell.
 Nov. 15, French str., from Hallowell for Hallowell.
 Nov. 15, French str., from Hallowell for Hallowell.

VESSELS ON THE BERTH.
 NIPPON YUSEN KAISHA.
 FOR MANILA.
 THE Company's Steamship.
 "KUMANO MARU."
 4,500 Tons, Captain C. H. Butler, will be despatched for the above port TO-DAY, the 4th December, at 1 P.M.
 This well-known Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess on board.

For Freight or Passage, apply to
 A. S. MIHARA,
 Manager,
 Hongkong, 27th November, 1903. [3205]
 THE EAST ASIATIC COMPANY, LIMITED.
 FOR SHANGHAI, PORT ARTHUR, CHINAMPONG.
 THE Danish Steamer.
 "PRINSESS MARIE."
 Captain Berezin, will be ready to load TO-DAY, the 4th December.
 For Freight or Passage, apply to
 MELCHERS & CO.,
 Agents,
 Hongkong, 25th November, 1903. [2483]

COMPAGNIE DES MESSAGERIES MARITIMES.
 PAQUEBOTS—POSTE FRANCAIS.
 NOTICE.
 STEAM FOR
 SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, SUEZ, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALGER, PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 15th December, 1903, at 1 P.M., the Company's Steamship "ARMAND BEHI," Captain Elandin, with Mail, Passengers, Specie and Cargo, will leave this Port for MANILLE, via Port of Call, WITHOUT TRANSIT.

This Steamer connects at COLOMBO with the Andani line ss. "Nora," bound for MANILLE, via BOMBAY and ADEN. Cargo and Specie will be registered for London as well as for Manille, and accepted in transit through Manille for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 14th December. Specie and Parcels received until 4 P.M. on the same day. No cargo will be received on board; they must be left at the Agency's Office, Consignments and Value of Packages are required.

For further particulars, apply at the Company's Office.
 6. DE CHAMPEAUX,
 Agent,
 Hongkong, 4th December, 1903. [2]

"GLEN" LINE OF STEAMSHIPS.
 THE Steamship
 "GLENROY,"
 Captain F. Selby, will be despatched as above on WEDNESDAY, the 16th December.
 For Freight, apply to
 MCGREGOR BROS. & GOW,
 Hongkong, 19th November, 1903. [3197]

FOR NEW YORK.
 THE Steamship
 "GLENROY,"
 Captain F. Selby, will be despatched as above on WEDNESDAY, the 16th December.
 For Freight, apply to
 MCGREGOR BROS. & GOW,
 Hongkong, 19th November, 1903. [3197]

| DESTINATION | VESSEL'S NAME | FLAG | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|--|---------------|------------|-----------------|-------------------------|-----------------------|
| LONDON & C. via PORTS OF CALL. | CHUSAN | Brit. str. | W. H. Palmer | P. & O. S. N. Co. | To-morrow, Noon. |
| LONDON & ANTWERP, via SINGAPORE & LIVERPOOL. | FORMOSA | Brit. str. | B. H. W. Snow | P. & O. S. N. Co. | About 11th inst. |
| MARSEILLES, LONDON & ANTWERP. | ACHILLES | Brit. str. | | BUTTERFIELD & SWIRE | 20th inst. |
| MARSEILLES, LONDON & ANTWERP. | DIOMEDE | Brit. str. | | BUTTERFIELD & SWIRE | 22nd Jan. |
| MARSEILLES, LONDON & ANTWERP. | HYSON | Brit. str. | | BUTTERFIELD & SWIRE | 8th inst. |
| MARSEILLES, LONDON & ANTWERP. | KAWACHI M. | Jap. str. | H. Fraser | NIPPON YUSEN KAISHA | 13th inst., D'light. |
| MARSEILLES, LONDON & ANTWERP. | A. BRIO | Brit. str. | | MESSAGERIES MARITIMES | 15th inst., at 1 P.M. |
| MARSEILLES, LONDON & ANTWERP. | PROMETHEUS | Brit. str. | | BUTTERFIELD & SWIRE | 22nd inst. |
| MARSEILLES, LONDON & ANTWERP. | RINGO MARU | Jap. str. | F. Davies | NIPPON YUSEN KAISHA | 26th inst., D'light. |
| MARSEILLES, LONDON & ANTWERP. | DARDANUS | Brit. str. | | BUTTERFIELD & SWIRE | 5th Jan. |
| MARSEILLES, LONDON & ANTWERP. | YANGTZE | Brit. str. | | BUTTERFIELD & SWIRE | 19th Jan. |
| BREMEN, via PORTS OF CALL. | P. HINRICHS | Ger. str. | E. Heintze | MELCHERS & CO. | 9th inst., at Noon. |
| HAVRE & HAMBURG | ARAGONIA | Ger. str. | Forst | HAMBURG-AMERIKA LINE | 15th inst. |
| HAVRE & HAMBURG | NURNBERG | Ger. str. | Jahara | HAMBURG-AMERIKA LINE | 20th inst. |
| HAVRE & HAMBURG | AMERICA | Ger. str. | Duckstein | HAMBURG-AMERIKA LINE | 25th inst. |
| TRIESTE, via SINGAPORE & CANTON. | CHINA | Aus. str. | Ivellich | SANDER, WHEELER & CO. | 5th Jan. |
| NEW YORK, via PORTS & SUEZ CANAL. | ORONO | Brit. str. | | McGREGOR BROS. & GOW | About 10th inst. |
| NEW YORK, via SUEZ CANAL. | GLENROY | Brit. str. | F. Selby | SHEWAN, TOMES & CO. | About 21st inst. |
| NEW YORK, via SUEZ CANAL. | NUBIA | Brit. str. | Lockhart | HAMBURG-AMERIKA LINE | About end of inst. |
| NEW YORK, via SUEZ CANAL. | CHUSAN | Brit. str. | | CANADIAN PACIFIC R. CO. | 27th Jan. |
| VANCOUVER, via SHANGHAI & CANTON. | ATHAMIAN | Brit. str. | | DODWELL & CO. LIMITED | 16th inst. |
| VICTORIA (B.C.) & TACOMA via JAPAN. | TACOMA | Brit. str. | M. Riley | NIPPON YUSEN KAISHA | 15th inst. |
| VICTORIA (B.C.) & SEATTLE via SHANGHAI. | TOSU MARU | Jap. str. | A. Christmann | NIPPON YUSEN KAISHA | 15th inst., at 4 P.M. |
| VICTORIA (B.C.) & SEATTLE via SHANGHAI. | KATA MARU | Jap. str. | N. Ohno | NIPPON YUSEN KAISHA | 29th inst., at 4 P.M. |
| VICTORIA (B.C.) & SEATTLE via SHANGHAI. | TYDEUS | Brit. str. | | BUTTERFIELD & SWIRE | 1st Jan. |
| PORTLAND, OREGON. | INDRANATHA | Jap. str. | W. E. Craven | PORTLAND & ASIATIC CO. | 14th inst. |
| AUSTRALIAN PORTS. | KUMANO MARU | Jap. str. | C. H. Butler | NIPPON YUSEN KAISHA | To-day, at 4 P.M. |
| AUSTRALIAN PORTS. | EASTERN | Brit. str. | W. Ellis | BUTTERFIELD & SWIRE | 16th inst., at Noon. |
| AUSTRALIAN PORTS. | CHINTU | Brit. str. | | BUTTERFIELD & SWIRE | 30th inst. |
| YOKOHAMA, via SHANGHAI, MOJI & KOBE. | JAPAN | Brit. str. | E. P. Martin | NIPPON YUSEN KAISHA | About 14th inst. |
| YOKOHAMA, via SHANGHAI, MOJI & KOBE. | SANUKI MARU | Jap. str. | W. Townsend | HAMBURG-AMERIKA LINE | To-morrow Noon. |
| YOKOHAMA, via SHANGHAI, MOJI & KOBE. | AMERICA | Ger. str. | Duckstein | BUTTERFIELD & SWIRE | 6th inst., D'light. |
| YOKOHAMA, via SHANGHAI, MOJI & KOBE. | IAKATA MARU | Jap. str. | F. L. Sommer | NIPPON YUSEN KAISHA | 18th inst., D'light. |
| YOKOHAMA, via SHANGHAI, MOJI & KOBE. | KAGOSHIMA M. | Jap. str. | K. Kori | NIPPON YUSEN KAISHA | 25th inst., at Noon. |
| YOKOHAMA, via SHANGHAI, MOJI & KOBE. | PRONTO | Ger. str. | Grandt | HAMBURG-AMERIKA LINE | 8th inst., at 5 P.M. |
| YOKOHAMA, via SHANGHAI, MOJI & KOBE. | P. MARIE | Dan. str. | Borentzen | MELCHERS & CO. | Quick despatch. |
| YOKOHAMA, via SHANGHAI, MOJI & KOBE. | SINGA | Brit. str. | C. D. Goldsmith | P. & O. S. N. Co. | About 5th inst. |
| YOKOHAMA, via SHANGHAI, MOJI & KOBE. | ANPISO MARU | Jap. str. | T. Goto | OSAKA SHOSHO KAISHA | 6th inst. |
| YOKOHAMA, via SHANGHAI, MOJI & KOBE. | DAIJIN MARU | Jap. str. | T. Ogata | OSAKA SHOSHO KAISHA | To-day, at 4 P.M. |
| YOKOHAMA, via SHANGHAI, MOJI & KOBE. | KUMANO MARU | Jap. str. | C. H. Butler | NIPPON YUSEN KAISHA | To-morrow, 10 A.M. |
| YOKOHAMA, via SHANGHAI, MOJI & KOBE. | ZAPIRO | Brit. str. | R. Rodger | SHEWAN, TOMES & CO. | To-morrow, 11 A.M. |
| YOKOHAMA, via SHANGHAI, MOJI & KOBE. | ROSETTA MARU | Jap. str. | H. S. Smith | BUTTERFIELD & SWIRE | 9th inst. |
| YOKOHAMA, via SHANGHAI, MOJI & KOBE. | SUNGKIANG | Brit. str. | | BUTTERFIELD & SWIRE | 30th inst. |
| YOKOHAMA, via SHANGHAI, MOJI & KOBE. | CHINTU | Brit. str. | | BUTTERFIELD & SWIRE | About 28th Jan. |
| YOKOHAMA, via SHANGHAI, MOJI & KOBE. | SHAMWUT | Brit. str. | W. M. Smith | DODWELL & CO. LTD. | To-day, at 4 P.M. |
| YOKOHAMA, via SHANGHAI, MOJI & KOBE. | NANCHANG | Brit. str. | A. H. Noley | SHEWAN, TOMES & CO. | To-morrow. |
| YOKOHAMA, via SHANGHAI, MOJI & KOBE. | CAPRI | Ital. str. | Bolsito | CARLOWITZ & CO. | 12th inst., at Noon. |
| YOKOHAMA, via SHANGHAI, MOJI & KOBE. | HIROSHIMA M. | Jap. str. | J. Nagao | NIPPON YUSEN KAISHA | 25th inst., at Noon. |
| YOKOHAMA, via SHANGHAI, MOJI & KOBE. | SHANTUNG | Brit. str. | | BUTTERFIELD & SWIRE | To-day. |
| YOKOHAMA, via SHANGHAI, MOJI & KOBE. | LIGHTNING | Brit. str. | J. G. Speace | DAVID SASSOON & CO. LD. | 8th inst., at 3 P.M. |

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BRISBANE, LONDON, BATAVIA, PERMAN, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
 "CHUSAN,"
 Captain W. H. Palmer, carrying His Majesty's Mails, will be despatched from this Port for Bombay, etc., on SATURDAY, the 5th DECEMBER, at Noon, taking passengers and cargo for the above ports.
 Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Manille and London; other cargo for London, etc., will be conveyed via Bombay.
 Passengers will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
 For further particulars, apply to
 E. A. HEWETT,
 Superintendent,
 Hongkong, 24th November, 1903. [1]

REGULAR STEAMSHIP SERVICE TO NEW YORK.
 VIA PORTS AND SUEZ CANAL (WITH LIBERTY CALL AT PHILIPPINE PORTS).
 PROPOSED SAILINGS FROM HONGKONG, 1903.
 "ORONO" ... 10th Dec.
 "LOWTHER CASTLE" ... 15th Dec.
 "SIKH" ... 24th Dec.
 "SAGAMI" ... 5th Jan.
 "LENNOX" ... 15th Jan.
 "AFRIDI" ... 27th Jan.
 For Freight and further information, apply to
 DODWELL & CO.,
 Agents,
 Hongkong, 17th November, 1903. [1125]

NAVIGAZIONE GENERALE ITALIANA.
 (Florio and Rubattino United Companies).
 STEAM FOR BOMBAY via SINGAPORE AND PENANG.
 Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGORIO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to GALAPAGOS, taking Cargo at through rates to PERMAN, GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALGERIA and MALAGA.)

THE Steamship
 "CAPRI,"
 Captain Behito, will be despatched as above on SATURDAY, the 12th inst., at Noon.
 At Bombay the Steamer is discharging in Victoria Dock.
 For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & CO.,
 Agents,
 Hongkong, 1st December, 1903. [4]

HONGKONG-MACAO LINE.
 SS. "WING CHAI,"
 Captain Samuel Dell Smith.
 DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.
 FARE (week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.
 On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tibin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.
 Wharf at the Western end of Wing Lok Street.
 The Steamer runs an Excursion Trip Every Sunday, and takes only 2 1/2 hours to reach Macao.
 MING ON & CO.,
 2nd Floor, 18, Victoria Street,
 Hongkong 8th September, 1903. [121]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon staterooms, Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| STEAMSHIP | TONS | CAPTAIN | FOR | SAILING DATE |
|-----------|------|--------------|-----------------------------------|-------------------------|
| PERLA | 1980 | A. H. Noley | (Amoy, Manila, Hongkong and Cebu) | Fri, 4th Dec., 4 P.M. |
| ZAPIRO | 2540 | R. Rodger | (Manila direct) | Sat, 5th Dec., 10 A.M. |
| RUBI | 2540 | R. W. Almond | (Manila direct) | Sat, 12th Dec., 10 A.M. |

For Freight, or Passage apply to
 SHEWAN, TOMES & CO.,
 GENERAL MANAGERS,
 Hongkong, 4th December, 1903. [17]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
 SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

| PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). | PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). |
|--|---|
| R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 16th Dec. | R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 13th Jan. 1904 |
| R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 27th Jan. | R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 27th Jan. |
| R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 10th Feb. | R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 10th Feb. |
| R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 24th Feb. | R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 24th Feb. |
| R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 9th Mar. | R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 9th Mar. |
| R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 30th Mar. | R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 30th Mar. |
| R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 20th April. | R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 20th April. |
| R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 27th April. | R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 27th April. |
| R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 11th May. | R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 11th May. |

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the Isthmus of PANAMA, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS "TARTAR" and "ATHENIAN" (14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the CANADIAN OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
 The attractive features of this Company's route embraces its PALATIAL STEAMSHIPS, second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAVEL (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
 For further information, Maps, Guides, Rates of Passage and Freight, apply to
 D. E. BROWN, General Agent,
 2nd Floor, 18, Victoria Street, Hongkong.

HAMBURG-AMERIKA LINE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

| DESTINATIONS | SAILING DATE |
|---|------------------------|
| ARAGONIA (HAYRE and HAMBURG) (Calling at Singapore and Colombo) | On 15th Dec. Freight. |
| NURNBERG (HAYRE and HAMBURG) (Calling at Singapore and Penang) | On 29th Dec. Freight. |
| NUBIA (HAYRE and HAMBURG) (Calling at Singapore and Penang) | About end of December. |
| AMERICA (HAYRE and HAMBURG) (Calling at Singapore and Colombo) | On 5th Jan. Freight. |

For Further Particulars, apply to
 HAMBURG-AMERIKA LINE
 HONGKONG OFFICE,
 QUEEN'S BUILDINGS, No. 1.

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. CO. BOSTON S. CO. BOSTON TOWBOAT CO.
 CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

| Steamer. | Tons. | Captain. | Sailing Date. |
|------------|-------|----------------|-------------------------|
| * TACOMA | 2,812 | M. Ridley | Tuesday, December 15th |
| * VICTORIA | 3,502 | J. Traubridge | Saturday, December 19th |
| TREMONT | 9,606 | T. W. Garlick | Thursday, December 24th |
| * LYRA | 4,417 | G. V. Williams | Thursday, January 1st |
| * OLYMPIA | 2,837 | A. Dixon | Friday, February 12th |
| SHAWMUT | 9,606 | W. M. Smith | Saturday, February 20th |

FOR MANILA.

The largest, stadiest, and most comfortable steamers for Manila.
 S.S. SHAWMUT ... 9,606 tons. W. M. Smith ... About 28th January.
 S.S. TREMONT ... 9,606 tons. T. W. Garlick ... About 9th March.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.
 The twin-screw ss. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—
 DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS, Hongkong, 1st December, 1903. [7]

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|----------------|--|-----------------------------------|
| KUMANO MARU | SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | FRIDAY, 4th Dec., at 4 P.M. |
| SANUKI MARU | KOBE and YOKOHAMA | SATURDAY, 5th Dec., at Noon. |
| KAWACHI MARU | MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID | SATURDAY, 12th Dec., at DAYLIGHT. |
| TOSU MARU | VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA | TUESDAY, 15th Dec., at 4 P.M. |
| HAKATA MARU | KOBE and YOKOHAMA | FRIDAY, 18th Dec., at DAYLIGHT. |
| KAGOSHIMA MARU | MOJI, KOBE and YOKOHAMA | FRIDAY, 25th Dec., at Noon. |
| KORI MARU | MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID | SATURDAY, 29th Dec., at DAYLIGHT. |
| HIROSHIMA MARU | BOMBAY, via SINGAPORE and COLOMBO | TUESDAY, 29th Dec., at Noon. |
| KAO MARU | VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA | TUESDAY, 29th Dec., at 4 P.M. |

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through passengers have the option of travelling by the Sagami Railway.
 For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings First Floor, Chater Road.
 A. S. MIHARA, Manager. [9]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALGER, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

| FROM | STEAMERS | TO SAIL |
|-----------------------|------------|-------------------|
| GLASGOW and LIVERPOOL | "DARDANUS" | On 5th December. |
| GLASGOW and LIVERPOOL | "YANGTZE" | On 12th December. |
| GLASGOW and LIVERPOOL | "TYDEUS" | On 24th December. |
| GLASGOW and LIVERPOOL | "NESTOR" | On 1st January. |
| GLASGOW and LIVERPOOL | "KEEMUN" | On 8th January. |

HOMEWARDS.

| FOR | STEAMERS | TO SAIL |
|-----------------------------------|--------------|-------------------|
| MARSEILLES, LONDON and ANTWERP | "HYSON" | On 8th December. |
| LIVERPOOL | "ACHILLES" | On 20th December. |
| MARSEILLES, LONDON and ANTWERP | "PROMETHEUS" | On 22nd December. |
| MARSEILLES, LONDON and ANTWERP | "DARDANUS" | On 5th January. |
| MARSEILLES, LONDON and ANTWERP | "YANGTZE" | On 19th January. |
| LIVERPOOL | "DIOMED" | On 22nd January. |

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

| FROM | STEAMERS | TO SAIL |
|---|----------|-----------------|
| VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA | "TYDEUS" | On 1st January. |

For Freight, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th November, 1903.

CHINA NAVIGATION CO. LIMITED.

| FROM | STEAMERS | TO SAIL |
|---------------------------------|-------------|-------------------|
| SINGAPORE, SAMARANG & SOERABAYA | "SHANTUNG" | On 4th December. |
| LOILOLO and CEBU | "NANCHANG" | On 5th December. |
| MANILA | "SUNGKIANG" | On 9th December. |
| KOBE | "CHINGTU" | On 16th December. |
| MANILA | "CHINGTU" | On 30th December. |

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. A duly qualified
Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th December, 1903.

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

| FOR | STEAMERS | LEAVING |
|---------------------|----------------|----------------|
| TAMAU, via SWATOW | "DAIJI MARU" | SUNDAY, 6th |
| TAMAU, via SWATOW | "T. OATA" | December |
| FOOCHOW, via SWATOW | "DAIGI MARU" | THURSDAY, 16th |
| AND AMOY | "T. W. GROVES" | December |
| AND AMOY | "ANPING MARU" | FRIDAY, 4th |
| | "I. GOTO" | December |

The Co.'s new Steamers are specially designed for the coast trade of South China and
Formosa, and are fitted with all modern improvements. Excellent accommodation is provided
for first class passengers, and a duly qualified doctor is carried.
By the Co.'s steamers for Shanghai, through bills of lading are issued for Cargo to Yangtze
River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's
steamers from Shanghai.

For Freight, Passage, and further information, apply at the Company's local Branch Office
at No. 8, Des Vaux Road Central.
Hongkong, 4th December, 1903.

T. ARLINA, Manager

TOYO KISEN KAISHA MANILA LINE.

REGULAR SERVICE

BETWEEN HONGKONG AND
MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.
Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

| Steamship | Captain | Tons | Sailing Date. |
|----------------|-------------|------|------------------------------------|
| "ROSETTA MARU" | H. S. Smith | 3876 | Saturday, 5th December, at 11 A.M. |
| "ROHILLA MARU" | Ernest Bent | 3869 | Friday, 11th December, at 11 A.M. |

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House
Street.
Hongkong, 2nd December, 1903.

K. NAKASHIMA, Manager

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS. |
|--|-----------|------------------------|-------------------------------|
| LONDON, &c. | "CHUSAN" | Noon, 5th December | See Special Advertisement. |
| SHANGHAI | "SIMLA" | About 5th December | Freight and Passage. |
| LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MALTA | "FORMOSA" | About 11th December | Freight and Passage. |
| YOKOHAMA, via SHANG- HAI, MOJI and KOBE (Passing through the Inland Sea) | "JAPAN" | About 14th December | Freight and Passage. |

For further Particulars, apply to

E. A. BEWETT,
Superintendent.

Hongkong, 30th November, 1903.

FOR KOBE AND YOKOHAMA.

THE H.A.L. Steamship

"AMBRIA"
Captain Duckstein, will be despatched for the
above ports on SUNDAY, the 6th December,
at DAYLIGHT.

For Freight, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.
[3295]
EASTERN and AUSTRALIAN STEAM
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and QUEEN-
SLAND PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND, TASMANIA,
&c.)

THE Steamship

"EASTERN"
Captain W. Ellis, will be despatched for the
above ports on WEDNESDAY, the 16th
December, at NOON.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the
Electric Light.

A Stewardess and a duly qualified surgeon
are carried.

N.B.—To ensure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 24th November, 1903. [3231]



AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR
FIUME and TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG,
COLOMBO, BOMBAY, KARACHI,
ADEN, SUEZ and PORT SAID.
(Taking Cargo at through rates to the BRAZILS,
to SOUTH AFRICA, to INDIAN GULF, Red
SEA, BLACK SEA, LEVANT, YENICE and
ADRIATIC PORTS.)

THE Company's Steamship

"CHINA."
Captain Ivellich, will be despatched as above on
SATURDAY, the 19th December, P.M.
For information as to Passage and Freight,
apply to

SANDER, WIELER & CO.,
Agents.

Hongkong, 25th November, 1903. [3]

THE AMERICAN ASIATIC STEAM-
SHIP COMPANY.

STEAMSHIP SERVICE FOR NEW
YORK VIA THE SUEZ CANAL.

THE Steamship

"HIMERA," Captain Lockhart,
on about MONDAY, the 21st DECEMBER.

For Freight, &c., apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 4th December, 1903. [3349]

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG."
551 Tons, Captain A. Murphy, will leave for
Canton at 8 P.M. on SUNDAYS, TUES-
DAYS and THURSDAYS and return to
Hongkong on the following days, leaving Canton
at 5 P.M. Excellent accommodation, electric
light, and perfect cuisine. Wharf at Hongkong
near Harbour Office.

First-class Fare, \$3 each way. Meals, \$1
each.
Cargo Freight very moderate.

J. TREVINO & CO.,
No. 128, Consuaght Road Central.
Hongkong, 30th June, 1903. [1]

CHINA NAVIGATION CO.,
LIMITED.

HONGKONG—MANILA.

REDUCED SALOON PASSAGE
MONEY.

SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH
ELECTRIC LIGHT. FIRST CLASS ACCOM-
MODATION. UNRIVALLED TABLE. DULY
QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th July, 1903. [1964]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS OF
LADING for all the principal ports in
South Africa, in connection with the
CHINA STEAM NAVIGATION CO.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,
apply to

DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1903.

CHUNG NGOI SAN PO
(Chinese Daily Press).

PUBLISHED DAILY,
is the oldest and still immeasurably the best
medium for Advertising among the
Native Community.

Established for nearly FORTY YEARS
circulates largely throughout Southern China,
Indo-China, &c.

Terms for Advertising (Translations free) can
be obtained at the Office, 14, Des Vaux Road
Central, Hongkong, 131, Fleet Street, London
or from the different Agents.

Documents translated from or into Classic
or Colloquial Chinese.

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, the AGENTS, nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during their
stay in Hongkong Harbour—
BRILLIANT, British 4-m. bark, Geo. Cowlishaw,
—Standard Oil Co.
GLENDON, British ship, Morrison—Standard
Oil Co.

HELENA WYMAN, Amr. barque, D. A. Vashon
—Captain.

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY,
LIMITED,
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PELEUS"

are hereby notified that the "Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will be at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 24th instant.

Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M. on the 7th December.

No Claims will be admitted after the Goods
have left the steamer's Godown and all Goods
remaining undelivered after the 7th December
will be subject to the Steamer must be pro-
posed to the Undersigned on or before the
12th December, or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 27th November, 1903. [10-12]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"LIGHTNING"

having arrived from the above ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.

Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the
4th instant, will be landed at Consignees'
risk and expense into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited.

Consignees of Cargo from SINGAPORE
and PENANG are requested to take IM-
MEDIATE delivery of their Goods, with the
exception of Opium, Treasures and Valuables,
are being landed and stored at their risks
into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd., at
Kowloon, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 10 A.M. To-day, the 2nd inst., requesting
it to be landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after Wednesday, the 9th inst., at Noon, will
be subject to rent and landing charges.

All claims must be sent in to me on or before
the 9th inst., or they will not be recognised.

All damaged packages will be examined on
Wednesday, the 9th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 2nd December, 1903. [2]

A CURE FOR ASTHMA!!!
GRIMAULT'S
INDIAN CIGARETTES

Asthmatic people who suffer from Op-
pression in breathing, stifling sensations,
Hoarseness, Laryngitis, Colds, with
Whooping, Bronchitis, Catarrhal
affections, and difficulty in Expec-
toration, are promptly relieved by
these Cigarettes.

GRIMAULT & CO., Paris, sold by all Chemists.

CRIMAULT'S
Matico Capsules
AND INJECTION

Renowned Physicians prescribe Grima-
ult's Matico as the most active and at
the same time the most inoffensive remedy
in the treatment of Acute and Chronic
Discharges. The Capsules, unlike Copalba,
have not the inconvenience of producing
Nausea.

MATIOU INJECTION is used in recent
and
MATIOU CAPSULES in the more chronic cases

GRIMAULT & CO., Paris, sold by all Chemists.

[192-5]

BUDWEISER
BEER.

EXTRA PALE LAGER IN CLEAR BOTTLES,
OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING
ASSOCIATION, ST. LOUIS.

BEER IN CANTON AND
QUANTAL

THE BEER IS BREWED OF THE BEST SAZER HOPS AND
FINEST BARLEY MALT ONLY, and warranted not to
contain Chemicals in any form.

The Beer is sterilised after being bottled, and
full mature age insures its fine condition in any
climate. Beautifully bright, seductively aper-
ling, and perfectly pure.

F. BLACKHEAD & CO.,
Sole Agents.

Hongkong, 25th July 1903. [2113]

VICHY'S
GENUINE NATURAL MINERAL WATER
SPRINGS OF THE FRENCH GOVERNMENT
HOSPITAL Diseases of the Stomach
GRAVE DISEASE. Liver complaints
CELESTINS. Gout, Gravel, Diabetes
VICHY-ETAT LOZENGES
VICHY-ETAT
COGNAC VICHY-ETAT

KOWLOON ROTISSERIE.

NO. 31, ELGIN ROAD, Kowloon (Two
doors next to Kowloon Hotel).

Meals à la Carte, Steaks, Chops, &c., &c., at
any time between 7 a.m. and 10.30 p.m. Monthly
forms on application.

Hongkong, 6th October, 1903. [72]

ON SALE.

THE
PROVINCE OF SHANTUNG.
ITS TRADE, POPULATION AND FUTURE
PROSPECTS.

BY M. O'S.
Reprinted from "THE HONGKONG DAILY PRESS"
Price, 50 cents Cash. Messrs. Kelly & Walsh
or Daily Press Office.

Hongkong, 31st January, 1906

A. LING & CO.,
FURNITURE STORE,
PLATED, GLASS AND CROCKERY
WARE, &c., &c.; and FOOCHOW
LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [26]

NOW ON SALE.

DIRECTORY OF
PROTESTANT MISSIONARIES
IN
CHINA, JAPAN AND COREA
FOR 1903.
WITH ALPHABETICAL LIST.

88 PAGES, BOUND IN CLOTH AND
LETTERED, \$1.

PAPER COVER, 60 Cents.
On Sale at

AMERICAN PRESBYTERIAN MISSION PRESS,
Shanghai.

Mr. EDWARD EVANS, Missionary Home,
Shanghai.

Messrs. KELLY & WALSH, Ltd., Hongkong
Shanghai and Yokohama.

Messrs. W. BREWER & Co., Hongkong and
Shanghai.

YUEN CHONG BOOK STORE, Swatow;
Messrs. A. S. WATSON & Co., Amoy;

Messrs. A. S. WATSON & Co., Fookchow;
Messrs. H. BLOW & Co., Tientsin;
Messrs. HODGE & Co., Seoul Press, Seoul;

"NAGASAKI PRESS" OFFICE, Nagasaki;
"Kobe Chronicle" OFFICE, Kobe;
The "DAILY PRESS" OFFICE, Hongkong; and
at the London Office, 131, Fleet Street.

Hongkong, 1st January, 1903.

When you feel Limp and Languid,

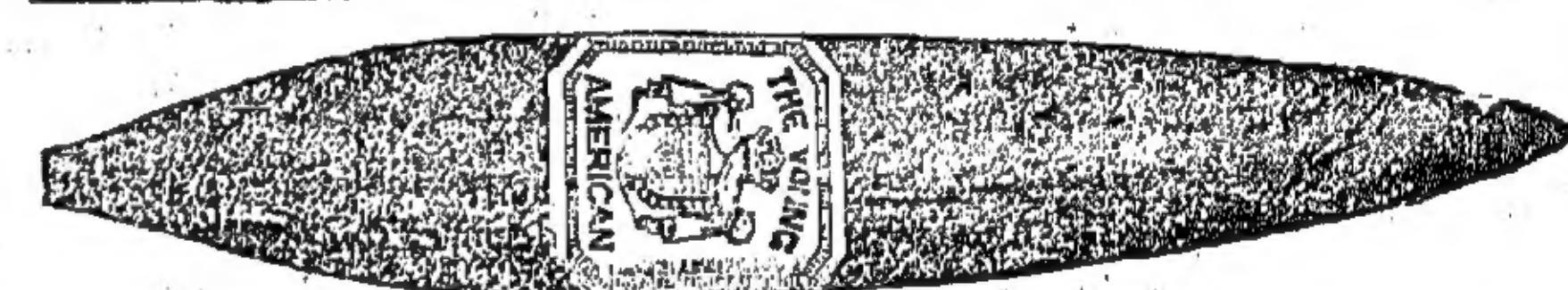
When your head is dull and heavy, your tongue furred, your bowels
costive, and you awake in the morning fagged and worn out, with no
relish for breakfast and dreading your work, be sure your stomach and
liver need help. Indigestion is poisoning your blood and sapping your
strength. Mother Seigel's Syrup will cure you. It will purify your blood
and restore vigour and tone to your system. Take it daily after meals.

**SEIGEL'S
SYRUP**

"I suffered for years from chronic indigestion and wind spasms,"
says Mrs. M. Moss, of 127, Quay Street, Ulm, N.W. "After eating,
I was tortured with terrible pains in the chest and beneath the
shoulders. I lacked energy and was languid and weak, especially
during the Summer. Four months ago I was induced to try Seigel's
Syrup and when I had emptied only two bottles, all traces of indigestion
had vanished."

Will re-invigorate you.

The Young American Cigars.



The very thing for smokers of discrimination!
A delicate and exquisite flavour, which has
charmed everyone who has smoked them.
Give them a trial.

3120-1

*Sincerely speaking, I
consider Rainier the only
beer of good quality*
A. Consumer

**RAINIER
BEER**

A. S. WATSON & CO.,
LIMITED.

HONGKONG AGENTS.

[1932-2]

